



North Central Texas Council of Governments

Summary of Approved Transportation and Air Quality Bills

87th Texas Legislature

Air Quality and Energy

HB 963 (Lozano) - Relating to the Texas Natural Gas Vehicle Grant program.

HB 963 expands the Texas Natural Gas Vehicle Grant program to include used natural gas medium-duty and heavy-duty trucks. Before the passage of this bill, only new medium and heavy-duty natural gas vehicles were eligible for the Texas Natural Gas Vehicle Grant program. The used medium-duty and heavy-duty trucks must be model year 2017 or later to be eligible for the program and must be less than six years older than the current model year at the time of submission of the grant application.

This Act takes effect September 1, 2021.

HB 2361 (Landgraf) - Relating to the New Technology Implementation Grant program administered by the Texas Commission on Environmental Quality.

HB 2361 amends the New Technology Implementation Grant program. When awarding grants under the program, projects that reduce flaring emissions and reduce other site emissions were added to the list of projects that will be given preference by the Texas Commission on Environmental Quality (TCEQ). In addition, the grant program will now allow the cost of a lease as an allowable expense for a grant project, as it pertains to the installation of emissions reducing equipment.

This Act takes effect September 1, 2021.

HB 4472 (Landgraf) - Relating to the Texas Emissions Reduction Plan fund and account.

HB 4472 grants the remittance of Texas Emissions Reduction Plan (TERP) funds to the State Highway Fund (SHF) for use by the Texas Department of Transportation (TxDOT) on congestion mitigation and air quality projects in nonattainment areas and affected counties. TCEQ must remit at least 35 percent of the balance remaining in the TERP Fund after each biennium to be transferred to the State Highway Fund for congestion mitigation projects. The bill also requires the unencumbered balance remaining in the TERP Fund after each biennium be transferred to the SHF.

TxDOT must provide a report to TCEQ no later than October 1 of each year on all congestion mitigation and air quality improvement projects in nonattainment areas that are planned to be funded or have received funding during the preceding 10 years.

The bill would require projects involving marine vessels or engines that have received a grant through the Diesel Emission Reduction Incentive program be required to operate in an intercoastal waterway or bay adjacent to a nonattainment area or affected county at least 55 percent of the time over the lifetime of the project.

Finally, the bill would change the deposit of title fees from the Texas Mobility Fund (TMF) to the TERP Fund and would direct TxDOT to transfer an equal amount from the SHF to the TMF.

This Act takes effect September 1, 2021.

SB 398 (Menendez) - Relating to distributed renewable generation resources.

SB 398 requires commercial entities that sell and install solar energy equipment to residential buyers to provide key disclosures to their customers including contact information, cost and fees, and applicable equipment or warranties.

SB 398 restricts municipalities from prohibiting the installation of solar energy devices for residential and small commercial customers. The bill also outlines rules for certain distribution generation facilities and municipalities.

This Act takes effect September 1, 2021.

SB 1202 (Hancock) - Relating to the applicability of certain utility provisions to a vehicle charging service.

SB 1202 clarifies the use of an electric vehicle charging station as not a transaction to be governed by existing retail electric policies. Furthermore, an electric vehicle charging station is not an electric utility or a retail electric provider.

This Act takes effect September 1, 2021.

Appropriations and Revenue

SB 1 (Nelson) - General Appropriations Act All Articles

SB 1 totals \$248.5 billion for Fiscal Years (FY) 2022-2023, a 5.2 percent decrease over FY20-21 total funds. General Revenue Funds for FY22-23 totals \$116.3 billion, a 5.5 percent increase over FY20-21.

Article VI - Natural Resources Texas Commission on Environmental Quality (TCEQ)

Funding for TCEQ totals \$647 million and includes the following amounts:

- Clean Air Account No. 151 - \$105 million
- Texas Emissions Reduction Plan Account No. 5071 - \$1.4 million

Air Quality Planning

Amounts appropriated include \$4.5 million for the biennium out of the Clean Air Account No. 151, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in “affected counties” not designated as nonattainment areas

for the National Ambient Air Quality Standards (NAAQS) as of September 1, 2020 and other areas at significant risk of being designated nonattainment for the O3 NAAQS in the future as approved by TCEQ. These activities may be carried out through interlocal agreements.

Expenditure of these funds is limited to inventorying emissions, monitoring of pollution levels, and administration of the program. TCEQ shall allocate a base amount of \$281,250 to each state planning region containing such areas and the remaining funds proportionally to each state planning region with a combined population of affected counties in excess of 350,000. Grants issued from appropriations identified in this rider should require that no more than 10 percent of the allocation be used for administrative purposes and prohibit the expenditure of the following: marketing and outreach activities, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).

For informational purposes, the affected counties that are not designated “nonattainment” for NAAQS as of September 1, 2020 include Bastrop, Caldwell, Comal, El Paso, Gregg, Guadalupe, Hardin, Harrison, Hays, Henderson, Hood, Hunt, Jefferson, Nueces, Orange, Rusk, San Patricio, Smith, Travis, Upshur, Williamson, and Wilson Counties. Additional “attainment/unclassifiable” areas may also be added by TCEQ to this grant program based on their status as being part of a core-based statistical area with design values in excess of 60 parts per billion.

Texas Emissions Reduction Plan (TERP)

Contingent upon the receipt of money deposited to the credit of the TERP Fund by TCEQ, TCEQ may temporarily utilize General Revenue-Dedicated Texas Emissions Reduction Plan No. 5071 funds in an amount not to exceed \$1.4 million in FY22. These funds shall be utilized only for the purpose of temporary cash flow needs when expenditures for operation and maintenance of TERP exceed monthly collections received. The transfer and reimbursement of funds shall be made under procedures established by the Comptroller of Public Accounts to ensure all borrowed funds are reimbursed by TCEQ on or before August 31 of each fiscal year and deposited before September 30 of the following fiscal year.

TERP Annual Report

In addition to other reporting requirements, TCEQ shall produce an annual report on its expenditures, number of projects, and the estimated pollution reduced, and the cost-effectiveness of each program authorized as part of TERP that are spent out of the TERP Trust Fund. The annual report must be delivered to the Legislative Budget Board and Governor’s Office by December 1 of each year.

Article VII - Business and Economic Development

Texas Department of Transportation (TxDOT)

Funding for TxDOT totals \$30.2 billion, which includes \$26.5 billion for highway planning and design, right-of-way acquisition, construction, and maintenance and preservation. Of TxDOT’s biennial budget of \$30.2 billion, SB 1 appropriates \$15.28 billion in FY22 and \$14.96 billion in FY23. The budget includes approximately \$9.84 billion in federal funds as a key funding source. State fees, taxes, and other revenues comprise the remaining funds.

Total funding includes the following funds:

- Proposition 1 - Estimated deposits total \$1.26 billion in FY22 and \$1.67 billion in FY23.
- Proposition 7 - Estimated deposits total \$5 billion for the biennium in State sales and use tax revenues; plus, revenue from State motor vehicle sales and rental tax revenues totals \$13.3 million in FY22 and \$55.1 million in FY23.

SB 1 creates a new Rider 48 to fund the new Urban Air Mobility Advisory Committee. The Committee will assess current State law to facilitate the development of urban air mobility operations and infrastructure in this State.

SB 1 amended Rider 43 on Comprehensive Development Agreements to include additional reporting requirements that prohibit TxDOT from expending funds to amend the terms, extend the scope, issue a change order, or alter the provisions of an executed Comprehensive Development Agreement without providing a report on the modifications to the Legislative Budget Board (LBB) and receiving LBB approval.

The Act takes effect September 1, 2021.

HB 2219 (Canales) - Relating to the issuance of Texas Mobility Fund obligations.

HB 2219 allows the Texas Transportation Commission to issue Texas Mobility Fund obligations between May 31, 2021, and January 1, 2027, but the aggregate principal amount may not exceed 60 percent of the outstanding principal amount that existed May 1, 2021. In addition, funds may not be used for toll projects.

This Act takes effect September 1, 2021.

HJR 99 (Canales) - Proposing a constitutional amendment authorizing a county to finance the development or redevelopment of unproductive, underdeveloped, or blighted areas in the county.

If a constitutional amendment is approved by voters, HJR 99 would authorize the legislature to allow a county or an incorporated city or town to issue bonds or notes to finance the development or redevelopment of an unproductive, underdeveloped, or blighted area within the county, city, or town and to pledge for repayment of those bonds or notes increases in property tax revenues imposed in the area by the county, city, or town and other political subdivisions.

A county that issues bonds or notes for transportation improvements may not pledge for the repayment of those bonds or notes more than 65 percent of the increases in ad valorem tax revenues each year or use proceeds from the bonds or notes to finance the construction, operation, maintenance, or acquisition of rights-of-way of a toll road.

The election date for HJR 99 is November 2, 2021.

Automated Vehicles/Technology/Unmanned Aircraft

HB 5 (Ashby) - Relating to the expansion of broadband services to certain areas.

HB 5 amends Government Code to expand broadband access in Texas. First, the bill creates the Broadband Development Office within the Comptroller's Office to serve as a resource of information on broadband service and digital connectivity in the State.

The Broadband Development Office must prepare, update, and publish online, a broadband development map that classifies each designated area in the state as eligible or ineligible for program incentives. The map will be updated annually.

In addition, the Office is required to establish a Broadband Development Program to award grants, low-interest loans, and other financial incentives to applicants for the purpose of expanding access to broadband service in designated areas.

The Broadband Development Office must also prepare, update, and publish online, a State Broadband Plan that establishes long-term goals for greater access to and adoption, affordability, and use of broadband service in this State.

Finally, HB 5 creates the new Broadband Development Account in the General Revenue Fund that will consist of legislative appropriations, gifts, grants, donations, and federal funds received for the purpose of broadband development.

This Act takes effect on June 15, 2021.

HB 1758 (Krause) - Relating to the operation and use of an unmanned aircraft.

HB 1758 adds a definition of "drone" to Texas Code of Criminal Procedure. Drone is defined as an unmanned aircraft, watercraft, or ground vehicle or a robotic device that may be controlled remotely by a human operator or operates autonomously through computer software. In addition, HB 1758 creates statute related to law enforcement agencies' use of force via drone.

This Act takes effect September 1, 2021.

HB 3026 (Canales) - Relating to the operation and regulation of certain automated motor vehicles.

HB 3026 amends Transportation Code to specify that if a vehicle safety inspection is required for an automated motor vehicle that is designed to be operated exclusively by the automated driving system, then the vehicle shall automatically be considered to pass the inspection when it comes to the absence of certain vehicle equipment that will not be used by an automated driving system.

This Act takes effect September 1, 2021.

SB 149 (Powell) - Relating to the prosecution of the offense of operation of an unmanned aircraft over certain facilities.

SB 149 adds military installations owned or operated by or for the federal government, the State of Texas, or another governmental entity to the list of critical infrastructure. Public or private airports depicted in any current aeronautical chart published by the Federal Aviation Administration are also added to the list of critical infrastructure.

Unmanned aircraft are prohibited from operating over critical infrastructure facilities when they are not higher than 400 feet above ground level, if an unmanned aircraft makes contact with the facility, or within a distance close enough to interfere with operations or cause a disturbance.

This Act takes effect September 1, 2021.

SB 507 (Nichols) - Relating to an accommodation process authorizing the use of state highway rights-of-way by broadband-only providers.

SB 507 requires the Texas Transportation Commission to establish a process to authorize broadband providers to use State highway rights-of-way for new broadband installations, additions or maintenance of existing broadband, adjustments, relocations and existing broadband facilities.

Due to the State's narrowly tailored definition of "utility" providers, broadband-only services had been excluded from the definition and from access to TxDOT rights-of-way. SB 507 allows broadband-only providers to gain parity with the other utilities that are allowed to access TxDOT rights-of-way.

This Act takes effect June 14, 2021.

SB 763 (Powell) - Relating to the creation of the Urban Air Mobility Advisory Committee.

SB 763 amends Transportation Code to require the Texas Transportation Commission to create an advisory committee to assess current State law and any potential changes needed to facilitate the development of urban air mobility operations and infrastructure in Texas.

The Commission will appoint advisory committee members and the committee will hold public hearings across the state. The advisory committee will report to the commission and to the members of the legislature the committee's findings and recommendations no later than September 1, 2022. The advisory committee is abolished on January 1, 2023.

This Act takes effect September 1, 2021.

Bicycle/Pedestrian

SB 1055 (Huffman) - Relating to motor vehicle accidents involving a pedestrian or other vulnerable road user within the area of a crosswalk.

SB 1055 creates a Class A misdemeanor for motor vehicle operators that cause bodily injury to pedestrians, cyclists, or a person operating a motor-assisted scooter, electronic personal assistive mobility device, neighborhood electric vehicle, or golf cart, while they use a crosswalk legally. In addition, when a green signal is exhibited, motorists must stop and yield to pedestrians who lawfully occupy an intersection or an adjacent crosswalk.

This Act takes effect September 1, 2021.

City Planning and Land Use

HB 738 (Paul) - Relating to the residential building codes of municipalities.

HB 738 adopts the 2012 International Residential Code as a municipal residential building code, which is an update of the previously adopted 2001 Code.

HB 738 also amends current statute that allows municipalities to adopt local amendments that alter or modify residential codes. A city must hold a public hearing on the proposed local amendment for adoption before adopting the amendment by ordinance. The bill also contains provisions for residential fire protection sprinklers.

This Act takes effect January 1, 2022.

HB 3399 (Ortega) - Relating to the authority of the Texas Department of Transportation to provide road services on federal military property.

HB 3399 amends Transportation Code to authorize TxDOT to enter into agreements with the United States Department of Defense (DOD), or another federal entity, to allow TxDOT to assist with road maintenance, improvement, relocation, or extension services for military installations. Road services cannot be funded or financed by State funds. In addition, TxDOT may not enter into an agreement if payment for the road services would be made from federal highway funds provided to the State for public roads.

This Act takes effect September 1, 2021.

SB 374 (Seliger) - Relating to municipal annexation of certain rights-of-way.

SB 374 serves to clean up certain provisions of HB 347 (86R). HB 347 prohibited unilateral annexation by home rule cities, but unintentionally allowed for obstructing annexations when all parties agreed.

SB 374 corrects this by allowing municipalities to annex contiguous and connecting road rights-of-way if the municipality provides written notice and the owner of the right-of-way does not submit a written objection to the municipality.

This Act takes effect June 14, 2021.

Eminent Domain

SB 721 (Schwertner) - Relating to the disclosure of appraisal reports in connection with the use of eminent domain authority.

SB 721 amends Property Code to require an entity with eminent domain authority that seeks to acquire real property to turn over all relevant appraisal records and opinion of value to the property owner no later than the third business day before the date of a special commissioner's hearing if an appraisal is to be used at the hearing.

This Act takes effect September 1, 2021.

SB 726 (Schwertner) - Relating to establishing actual progress for the purposes of determining the right to repurchase real property from a condemning entity.

SB 726 amends Property Code by updating the definition of "actual progress" of a condemning entity by increasing the minimum number of prescribed actions, from two to three, whose completion constitutes actual progress for purposes of determining a person's right to repurchase real property from a condemning entity.

If the condemning entity fails to establish actual progress within ten years, the original landowner must be given the right to repurchase the property.

This Act takes effect September 1, 2021.

Open Meetings and Public Information

HB 1118 (Capriglione) - Relating to state agency and local government compliance with cybersecurity training requirements.

HB 1118 amends Government Code related to cybersecurity training requirements. First, before applying for a grant under Chapter 772 of Government Code, a local government must submit a written certification of the local government's compliance with required cybersecurity training. If a local government is awarded a grant but has not completed the required cybersecurity training, the local government shall pay to the State an amount equal to the amount of the grant award and is ineligible for another grant for two years.

Elected and appointed officials, who have access to a local government computer system or database and use a computer to perform at least 25 percent of the employee's or official's required duties, are added to the list of employees required to complete a cybersecurity training program.

The governing body of a local government or the governing body's designee may deny access to the local government's computer system or database to an individual who is noncompliant with the cybersecurity training requirements.

The Texas Department of Information Resources shall develop a form for use by state agencies and local governments in verifying completion of cybersecurity training program requirements and must indicate the percentage of employee completion. The requirements do not apply to employees in certain leave situations.

This Act is effective immediately.

SB 244 (Bettencourt) - Relating to the application of the open meetings law to the board of directors of certain tax reinvestment zones.

SB 244 places a meeting of the board of directors of a tax increment reinvestment zone under the authority of the Texas Open Meetings Act. The bill amends Government Code to expand the meaning of “governmental body” defined under the Open Meetings Act to include a board of directors of a reinvestment zone created under Chapter 311, Tax Code.

This Act takes effect September 1, 2021.

SB 858 (Johnson) - Relating to the disclosure of information collected by a metropolitan rapid transit authority, regional transportation authority, municipal transit department, or coordinated county transportation authority under the public information law.

SB 858 amends current law relating to the Public Information Law. The bill excludes certain transit customer’s personal data from the Public Information Law. Transportation Code is amended by adding the following to the list of exceptions to public information: trip data, including the time, date, origin, and destination of a trip, and demographic information collected when the person purchases a ticket or schedules a trip; and other personal information, including financial information.

Personal identifying information may be disclosed to a governmental agency or institution of higher education by an authority if the requestor confirms in writing that the use of the information will be strictly limited to use in research or in producing statistical reports, but only if the information is not published, redisclosed, sold, or used to contact any individual.

This Act is effective immediately.

SB 1225 (Huffman) - Relating to the authority of a governmental body impacted by a catastrophe to temporarily suspend the requirements of the public information law.

SB 1225 amends Government Code by changing the requirements of the Texas Public Information Act during times of catastrophe. The bill defines what constitutes a catastrophe that qualifies an impacted governmental body to temporarily suspend the requirements of the State Public Information Law and to allow for the requirements to be suspended only once per catastrophe with a maximum period of suspension of 14 consecutive calendar days.

If a governmental body closes its physical offices, but requires staff to work, including remotely, then the governmental body shall make a good faith effort to continue responding to applications for public information, to the extent staff have access to public information responsive to an application, pursuant to this chapter while its administrative offices are closed.

Failure to respond to requests may constitute a refusal to request an attorney general’s decision or a refusal to supply public information or information that the attorney general has determined is public information that is not excepted from disclosure.

This Act takes effect September 1, 2021.

Rail

HB 1759 (Krause) - Relating to the operation of vehicles and certain equipment at railroad grade crossings when on-track equipment is approaching.

HB 1759 amends Transportation Code to expand the definition of “on-track equipment” to include any car, rolling stock, equipment, or any standalone or coupled device that operates on a railroad track. All of the aforementioned equipment

would then be required to follow speed and stoppage guidelines already included in State statute. The bill also prohibits an operator of vehicles with flammable liquid from crossing a railroad grade crossing when warning of the immediate approach of on-track equipment is given.

This Act takes effect September 1, 2021.

Roadways

SB 730 (Hall) - Relating to the designation of the portion of State Highway 66 in Rockwall County as the Commissioner David Magness Highway.

SB 730 designates a portion of State Highway 66 in Rockwall County as the Commissioner David Magness Highway. TxDOT will design and construct markers indicating the designation as the Commissioner David Magness Memorial Highway, and any other appropriate information, and erect a marker at each end of the highway and at appropriate intermediate sites along the highway.

This Act takes effect September 1, 2021.

Safety

HB 2048 (Krause) - Relating to the criminal offense of passing certain vehicles on a highway.

HB 2048 amends the current “Move Over, Slow Down” law in Transportation Code to add vehicles operated in connection with toll project entities to the list of vehicles that drivers are instructed to move over and slow down for. The toll vehicle must be using the standard visual signals and flashing lights.

This Act takes effect September 1, 2021.

HB 3282 (Canales) - Relating to the authority of a district engineer for the Texas Department of Transportation to temporarily lower the speed limit at a highway maintenance activity site.

HB 3282 allows TxDOT district engineers to temporarily lower a speed limit for a highway, or section of a highway, without Texas Transportation Commission approval if the district engineer decides that the normal speed limit is unsafe because of highway maintenance. If a district engineer lowers a speed limit during maintenance, TxDOT must conceal signs that show the normal speed limit and must provide new signs that reflect the new speed limit. TxDOT must also return the highway’s signs to their previous condition once the maintenance has been completed.

This Act is effective immediately.

HB 3319 (Meyer) - Relating to certain measures to promote compliance with and improve public awareness of the state’s move over or slow down law concerning the passing of certain vehicles.

HB 3319 amends the Education Code to require the Texas Commission of Licensing and Regulation to require information about the Move Over, Slow Down Law and the passing of certain vehicles to be included in driver's education courses or driving safety courses. Education courses held on or after September 1, 2022, must include the information.

In addition, TxDOT must develop and implement a Move Over or Slow Down public awareness campaign to improve public awareness of current law related to the passing of certain vehicles.

This Act takes effect September 1, 2021.

SB 1495 (Huffman) - Relating to certain criminal offenses related to highways and motor vehicles.

SB 1495 raises the offense for obstructing a highway. Under SB 1495, this offense would be a class A misdemeanor if the offender was shown to be engaged in a reckless driving exhibition. A "reckless driving exhibition" is defined as a gathering of two or more people that have met to witness the reckless conduct where the operator of a motor vehicle intentionally spins the tires, breaks tire traction, or rotates the vehicle in circles.

SB 1495 also prohibits blocking a highway to impede traffic to facilitate a reckless driving exhibition.

This Act takes effect September 1, 2021.

Tolling

HB 1116 (Thompson) - Relating to toll collection and enforcement on state highway toll lanes by entities other than the Texas Department of Transportation.

HB 1116 amends Transportation Code by making changes to toll collection and enforcement procedures. An entity operating a toll lane under a comprehensive development agreement will now have the same powers and duties as TxDOT related to toll collection and enforcement for that toll lane. Tolls collected through a toll project entity other than TxDOT will be governed by the fine and fee structure of the entity that issues the initial toll invoice and not TxDOT.

This Act takes effect September 1, 2021.

Vehicles

HB 113 (Oliverson) - Relating to peer-to-peer car sharing programs.

HB 113 defines "peer-to-peer carsharing" in addition to other terms relevant to sharing programs. The bill applies to automobile insurance policies in Texas, reciprocal or interinsurance exchanges, or a county mutual insurance company. HB 113 allows the commissioner of the Texas Department of Insurance to issue rules related to peer-to-peer car sharing programs. The new law puts the onus of liability on to vehicle owners and drivers rather than the peer-to-peer program. HB 113 requires each owner and driver to be insured under an automobile liability insurance policy and outlines details for who may be liable in the event of an accident.

This Act takes effect September 1, 2021.

HB 914 (Hernandez) - Relating to the authority of certain municipal employees to request the removal and storage of certain abandoned or illegally parked or operated vehicles.

HB 914 allows certain municipal employees to request towing and storage services on vehicles that have been abandoned for more than 48 hours or have been parked illegally in an area where on-street parking is regulated by the city ordinance.

This Act takes effect September 1, 2021.

HB 2223 (Canales) - Relating to a study by the Texas Department of Transportation on the impact of certain classifications of motor vehicle on the roads and bridges of this state.

HB 2223 requires TxDOT, Texas A&M Transportation Institute, The University of Texas Center for Transportation Research, and transportation industry officials to conduct a study on the impact on roads and bridges by vehicles in different weight classes. The study will explore the number of vehicles that drive on roads and bridges each year, the total number of miles driven on roads and bridges, the degree to which taxes and fees contribute to transportation infrastructure construction and maintenance, the financial impact of costs associated with construction and maintenance of roads and bridges and the financial impact of congestion. The economic benefits of the commercial motor vehicle and overweight vehicles will also be analyzed. The study must also recommend new tax and fee structures to ensure appropriate funding levels are maintained.

A written report on the findings of the study must be provided to the Governor, Lieutenant Governor, and the Legislature by December 1, 2022. The report must include recommendations for policy and statutory changes, including proposed legislation, that are based on results of the study.

This Act takes effect September 1, 2021 and expires May 1, 2023.

HB 3927 (Hefner) - Relating to the issuance and use of certain temporary motor vehicle tags and the classification of temporary motor vehicle tags as governmental records for purposes of certain criminal offenses.

HB 3927 requires the Texas Department of Motor Vehicles to manage a database of information on vehicles that have temporary tags affixed by dealers and converters. The bill directs the DMV to establish a maximum number of temporary tags that dealers and converters may obtain annually. HB 3927 allows for dealers and converters to appeal the maximum number of temporary tags they are allowed to issue in a year. The bill also allows DMV to deny access to the temporary tag database if they are found to operate fraudulently. HB 3927 also provides details on vehicles that are permitted to display a buyer's tag.

This Act takes effect September 1, 2021.

SB 876 (Hancock) - Relating to the county in which a motor vehicle dealer may apply for the registration of and title for certain vehicles sold by the dealer.

SB 876 allows a motor vehicle owner to apply for the registration of, and title for, a motor vehicle in any county in which the county assessor/collector will accept the application. Except for a portion of the title application fee and processing and handling fees, which may go to the owner's county of residence, the processing county will be able to retain all remaining revenue.

This Act takes effect March 1, 2022.

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